

is transmitted on the route: i.e., the gear 32 → the gear 31 → the first input shaft 23 → the first motor 29, therefore it is possible to drive the second motor 30 with using an output of electric power generation from the first motor 29, thereby to achieve the acceleration assist. In this instance, the torque transmission route of the second motor 30 is: i.e., the second input shaft 24 → the hub sleeve 6 → the gear 33 → the gear 34 → the output shaft 27. Further, the series/parallel mode mentioned above can be achieved also in the case where the hub sleeve 6 is brought in the neutral condition while the hub sleeve 14 is directly connected to the gear 37 or 41, so as to set the transmission ratio of the gear-type transmission 100 at the 4<sup>th</sup> speed or the 6<sup>th</sup> speed, and it may be also possible to drive the first motor 29, so as to generate electricity therefrom, by bringing the hub sleeve 6 in the neutral condition while connecting the hub sleeve 14 to the gear 37 or 41 directly.

(A copy of the marked-up version of the specification as amended is attached to this Preliminary Amendment).

**IN THE CLAIMS:**

Please amend Claim 3 as follows:

3. A power transmission apparatus, as described in claim 1, wherein either one of said first motor or said second motor is driven so that wear-out of said claw clutch is suppressed by controlling either one of said first input shaft